

STAFF REPORT

May 4, 2015

AGENDA ITEM (File No. 15008)

Consideration of a Site Plan and Architectural Review application for the construction of a Jackson County Justice Courts complex at 4173 Hamrick Road. The 1.01 acre site is zoned C-4, Tourist Commercial and Office Professional and is identified on the Jackson County Assessor's Map as 37 2W 01, Tax Lot 3300. **Applicant:** Jackson County; **Agent:** Jim Roemer, ORW Architecture.

SOURCE

Stephanie Holtey, Community Planner II

BACKGROUND

The applicant proposes to construct a 5,203 square foot Jackson County Justice Courts building on the west side of Hamrick Road south of East Pine Street. It is a single-story structure that includes a 1,200 square foot courtroom, county work areas and a police substation. The proposed building and parking locations account for the impacts of a 15-ft private access easement along a portion of the north property boundary. The site plan provides potential future parking areas and a drive up lane for illustration purposes only (Attachment "A-1").

The primary façade frontage (East Elevation) is along Hamrick Road; however, the main pedestrian entry (South Elevation) ~~is~~ fronts the public parking lot (Attachment "A-2"). Secured employee parking and building access is provided behind the building (West Elevation) and extends to the south property boundary. The proposed trash enclosure, located between the proposed structure (East Elevation) and Hamrick Road, is properly screened and designed for pedestrian service operation. Architecturally the proposal complies with the commercial building design standards.

ISSUES

There is one issue relative to this application as follows:

1. **Parking.** The parking plan proposes 34 parking spaces to serve the facility, which exceeds the minimum/maximum parking requirement for professional office uses by 14 parking spaces. The applicant is requesting an adjustment to the parking allowance pursuant to Section 17.64.040(B)(2) as illustrated in Table 1.

Table 1. Parking Adjustment Request

Use Category	Gross Floor Area	Parking/GFA Ratio	Spaces per Employee	Required Parking	Proposed Parking	Surplus/(Deficit)
Professional Offices	5,203	1/250	0	20	34	+14
Adjustment Request ITE Judicial Complex	5,203	4.1/1000	0.8	34	34	0

***Comment:** The City's parking standard is based on professional office uses as opposed to the more specific parking needs of a use similar to the Jackson County Justice Court proposal. The Applicant has requested that the ITE Manual study for Judicial Complexes parking demand ratios be utilized, which provides 4.1 parking spaces per 1,000 s.f. of gross floor area (GFA) and 0.8 spaces per employee. According to the applicant, the facility will be operated by as many as 16 employees at any one time. To accommodate employees, the facility requires 13 spaces in addition to the 21 spaces needed to serve the proposed 5,203 s.f. building. Based on the parking demand ratios provided in the ITE Manual, the applicant's request to provide 34 spaces for the Justice Court is justified.*

FINDINGS

The Site Plan and Architectural Review application for the proposed Jackson County Justice Courts has been evaluated for compliance with the Site Plan and Architectural Review criteria set forth in Chapter 17.72 of the Central Point Municipal Code and found to comply, as evidenced by the Planning Department's Supplemental Findings (Attachment "F").

CONDITIONS OF APPROVAL

1. Prior to building permit issuance, the applicant shall:
 - a. Comply with the following conditions per the Public Works Staff Report:
 - i. Submit civil improvement plans to the Public Works Department for the street frontage improvements along Hamrick Road required per the Public Works Department Staff Report (Attachment "C"). The applicant shall use the 2014 revised Public Works Standards and Specifications for all new construction drawings.
 - ii. Dedicate a 10-ft Public Utility Easement immediately behind the existing property line along Hamrick Road for purposes of private utilities.
 - b. Comply with conditions as listed in the Jackson County Roads staff report (Attachment "D")
 - c. Comply with the following conditions listed in the Rogue Valley Sewer Services Staff Report (Attachment "E"):
 - i. Submit a stormwater management plan for the entire tax lot demonstrating compliance with the MS4 Phase II stormwater quality standards to Rogue Valley Sewer Services for review and approval.

- ii. Obtain a MS4 Phase II 1200 CN permit for soil disturbances between 1 and 5 acres. The applicant shall contact RVSS for issuance of the 1200 CN permit.
2. Prior to Certificate of occupancy, the applicant shall demonstrate compliance with the following:
 - a. Complete Hamrick Road street frontage improvements required per the civil improvement plans approved by the Public Works Department.
 - b. Complete stormwater management improvements per the Stormwater Management Plan approved by Rogue Valley Sewer Services.
 - c. Pay all Rogue Valley Sewer Services System Development Charges and permit fees.

ATTACHMENTS

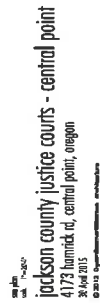
Attachment "A-1" – Site Plan (modified)
Attachment "A-2" – Architectural Elevations
Attachment "A-3" – Floor Plan
Attachment "A-4" – Landscape Plan
Attachment "B" – Applicant's Findings
Attachment "C" – Parks & Public Works Department Staff Report
Attachment "D" – Jackson County Roads Staff Report
Attachment "E" – Rogue Valley Sewer Services Staff Report
Attachment "E" – Fire District #3 Staff Report
Attachment "F" – Planning Department Supplemental Findings

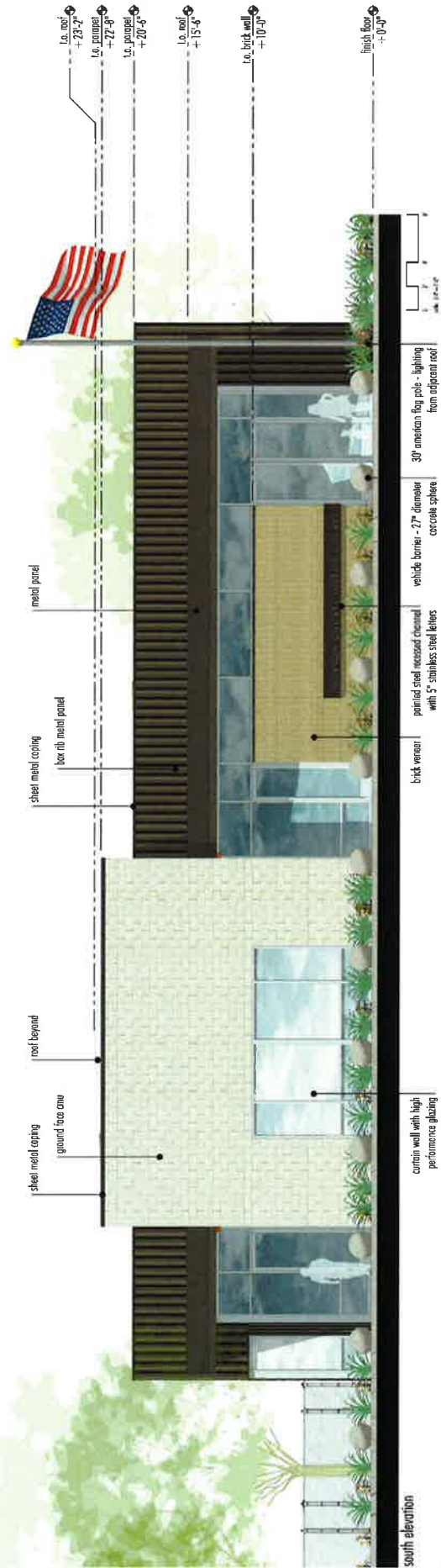
ACTION

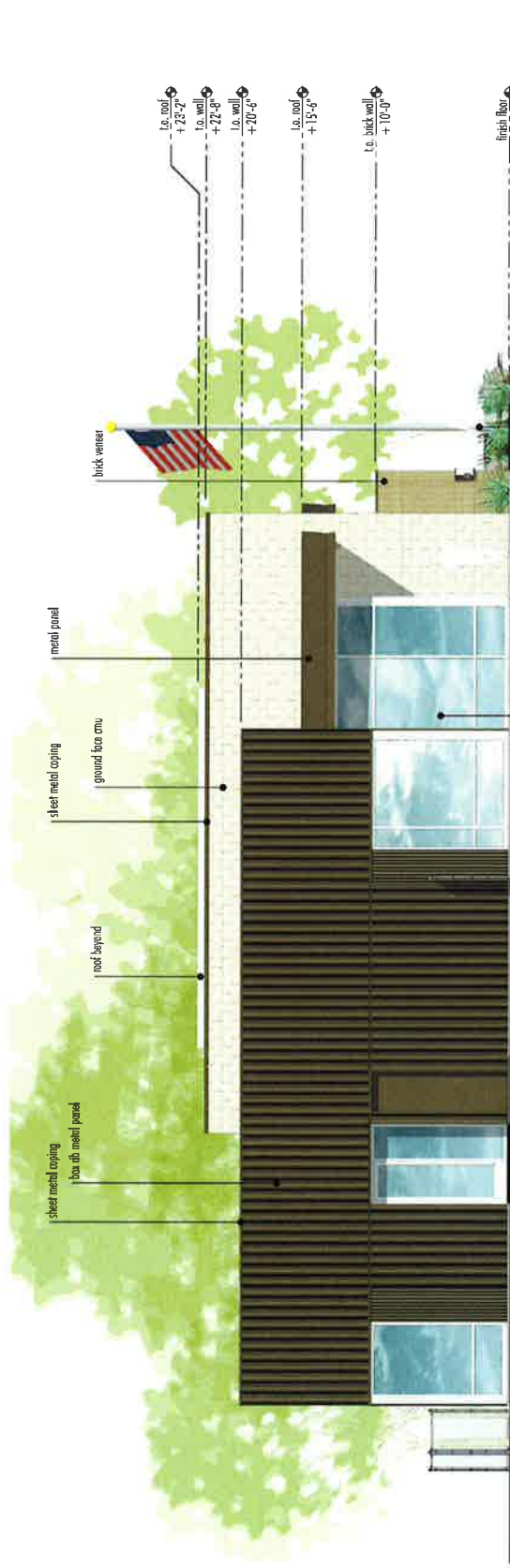
Consider the proposed Site Plan & Architectural Review application and 1) approve; 2) approve with revisions; or 3) deny the application.

RECOMMENDATION

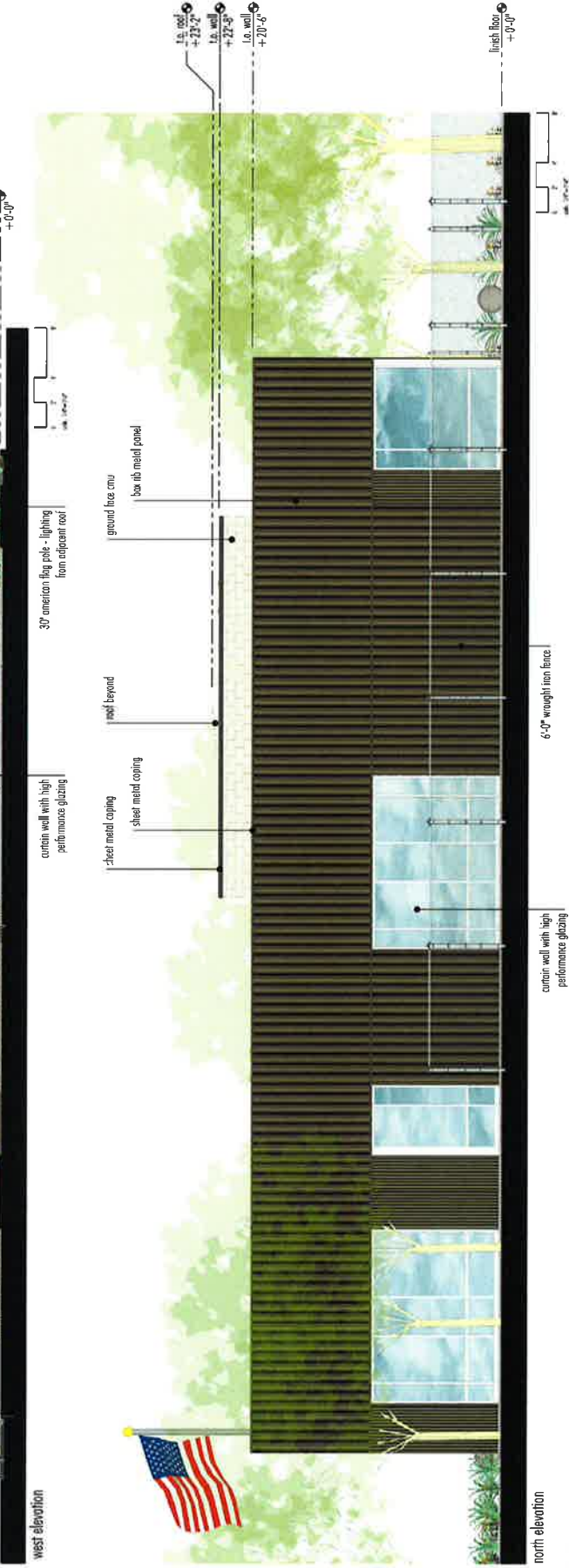
Approve the Site Plan & Architectural Review application for the Jackson County Justice Court per the Staff Report dated May 4, 2015.







west elevation



north elevation

jackson county justice courts - central point
4173 hamrick rd, central point, oregon

1000

—

DEKSO

4173 hom

19 February 2011

© 2010



birds eye view from southeast



view from southeast



view from southwest



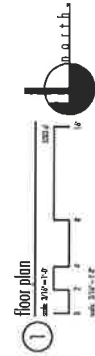
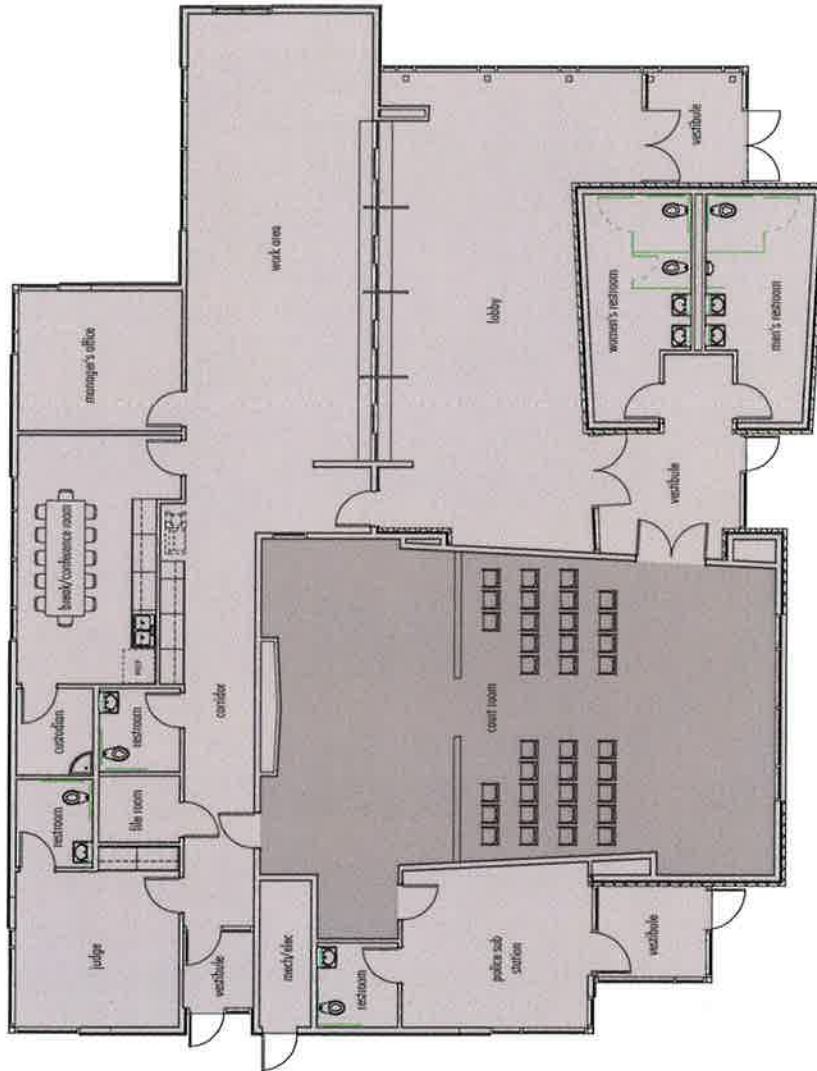
street view from southeast

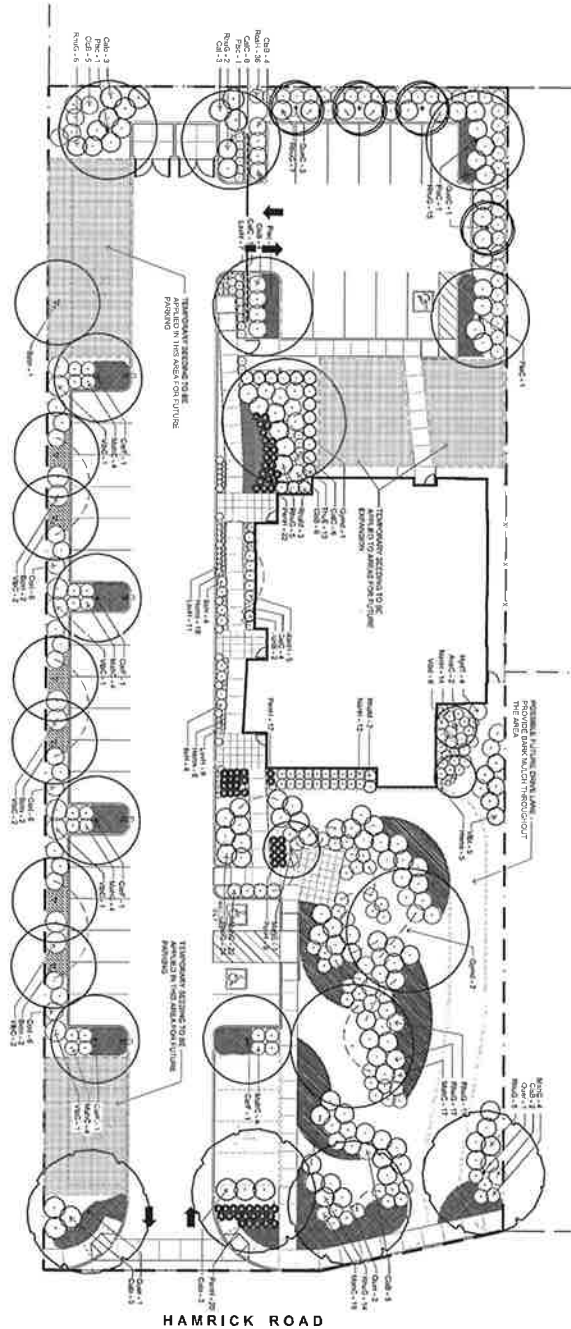


view of main entrance



birds eye view from southwest





PRELIMINARY PLANT LEGEND

Symbol	Plant Name	Quantity	Notes
C-1	Red Maple	10	Plant in 10' x 10' grid
C-2	White Oak	10	Plant in 10' x 10' grid
C-3	Black Oak	10	Plant in 10' x 10' grid
C-4	Red Oak	10	Plant in 10' x 10' grid
C-5	White Oak	10	Plant in 10' x 10' grid
C-6	Black Oak	10	Plant in 10' x 10' grid
C-7	Red Oak	10	Plant in 10' x 10' grid
C-8	White Oak	10	Plant in 10' x 10' grid
C-9	Black Oak	10	Plant in 10' x 10' grid
C-10	Red Oak	10	Plant in 10' x 10' grid
C-11	White Oak	10	Plant in 10' x 10' grid
C-12	Black Oak	10	Plant in 10' x 10' grid
C-13	Red Oak	10	Plant in 10' x 10' grid
C-14	White Oak	10	Plant in 10' x 10' grid
C-15	Black Oak	10	Plant in 10' x 10' grid
C-16	Red Oak	10	Plant in 10' x 10' grid
C-17	White Oak	10	Plant in 10' x 10' grid
C-18	Black Oak	10	Plant in 10' x 10' grid
C-19	Red Oak	10	Plant in 10' x 10' grid
C-20	White Oak	10	Plant in 10' x 10' grid
C-21	Black Oak	10	Plant in 10' x 10' grid
C-22	Red Oak	10	Plant in 10' x 10' grid
C-23	White Oak	10	Plant in 10' x 10' grid
C-24	Black Oak	10	Plant in 10' x 10' grid
C-25	Red Oak	10	Plant in 10' x 10' grid
C-26	White Oak	10	Plant in 10' x 10' grid
C-27	Black Oak	10	Plant in 10' x 10' grid
C-28	Red Oak	10	Plant in 10' x 10' grid
C-29	White Oak	10	Plant in 10' x 10' grid
C-30	Black Oak	10	Plant in 10' x 10' grid
C-31	Red Oak	10	Plant in 10' x 10' grid
C-32	White Oak	10	Plant in 10' x 10' grid
C-33	Black Oak	10	Plant in 10' x 10' grid
C-34	Red Oak	10	Plant in 10' x 10' grid
C-35	White Oak	10	Plant in 10' x 10' grid
C-36	Black Oak	10	Plant in 10' x 10' grid
C-37	Red Oak	10	Plant in 10' x 10' grid
C-38	White Oak	10	Plant in 10' x 10' grid
C-39	Black Oak	10	Plant in 10' x 10' grid
C-40	Red Oak	10	Plant in 10' x 10' grid
C-41	White Oak	10	Plant in 10' x 10' grid
C-42	Black Oak	10	Plant in 10' x 10' grid
C-43	Red Oak	10	Plant in 10' x 10' grid
C-44	White Oak	10	Plant in 10' x 10' grid
C-45	Black Oak	10	Plant in 10' x 10' grid
C-46	Red Oak	10	Plant in 10' x 10' grid
C-47	White Oak	10	Plant in 10' x 10' grid
C-48	Black Oak	10	Plant in 10' x 10' grid
C-49	Red Oak	10	Plant in 10' x 10' grid
C-50	White Oak	10	Plant in 10' x 10' grid
C-51	Black Oak	10	Plant in 10' x 10' grid
C-52	Red Oak	10	Plant in 10' x 10' grid
C-53	White Oak	10	Plant in 10' x 10' grid
C-54	Black Oak	10	Plant in 10' x 10' grid
C-55	Red Oak	10	Plant in 10' x 10' grid
C-56	White Oak	10	Plant in 10' x 10' grid
C-57	Black Oak	10	Plant in 10' x 10' grid
C-58	Red Oak	10	Plant in 10' x 10' grid
C-59	White Oak	10	Plant in 10' x 10' grid
C-60	Black Oak	10	Plant in 10' x 10' grid
C-61	Red Oak	10	Plant in 10' x 10' grid
C-62	White Oak	10	Plant in 10' x 10' grid
C-63	Black Oak	10	Plant in 10' x 10' grid
C-64	Red Oak	10	Plant in 10' x 10' grid
C-65	White Oak	10	Plant in 10' x 10' grid
C-66	Black Oak	10	Plant in 10' x 10' grid
C-67	Red Oak	10	Plant in 10' x 10' grid
C-68	White Oak	10	Plant in 10' x 10' grid
C-69	Black Oak	10	Plant in 10' x 10' grid
C-70	Red Oak	10	Plant in 10' x 10' grid
C-71	White Oak	10	Plant in 10' x 10' grid
C-72	Black Oak	10	Plant in 10' x 10' grid
C-73	Red Oak	10	Plant in 10' x 10' grid
C-74	White Oak	10	Plant in 10' x 10' grid
C-75	Black Oak	10	Plant in 10' x 10' grid
C-76	Red Oak	10	Plant in 10' x 10' grid
C-77	White Oak	10	Plant in 10' x 10' grid
C-78	Black Oak	10	Plant in 10' x 10' grid
C-79	Red Oak	10	Plant in 10' x 10' grid
C-80	White Oak	10	Plant in 10' x 10' grid
C-81	Black Oak	10	Plant in 10' x 10' grid
C-82	Red Oak	10	Plant in 10' x 10' grid
C-83	White Oak	10	Plant in 10' x 10' grid
C-84	Black Oak	10	Plant in 10' x 10' grid
C-85	Red Oak	10	Plant in 10' x 10' grid
C-86	White Oak	10	Plant in 10' x 10' grid
C-87	Black Oak	10	Plant in 10' x 10' grid
C-88	Red Oak	10	Plant in 10' x 10' grid
C-89	White Oak	10	Plant in 10' x 10' grid
C-90	Black Oak	10	Plant in 10' x 10' grid
C-91	Red Oak	10	Plant in 10' x 10' grid
C-92	White Oak	10	Plant in 10' x 10' grid
C-93	Black Oak	10	Plant in 10' x 10' grid
C-94	Red Oak	10	Plant in 10' x 10' grid
C-95	White Oak	10	Plant in 10' x 10' grid
C-96	Black Oak	10	Plant in 10' x 10' grid
C-97	Red Oak	10	Plant in 10' x 10' grid
C-98	White Oak	10	Plant in 10' x 10' grid
C-99	Black Oak	10	Plant in 10' x 10' grid
C-100	Red Oak	10	Plant in 10' x 10' grid

PRELIMINARY LANDSCAPE NOTES

1. ALL LANDSCAPE PLANTING SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL LANDSCAPE ARCHITECTURE ASSOCIATION (NLA) STANDARD SPECIFICATIONS FOR LANDSCAPE ARCHITECTURE.
2. ANY PLANTING AREA SHALL BE ADDED TO THE TOTAL OF ALL PLANTING AREAS AT A RATE OF THREE (3) SQUARE FEET OF PLANTING PER ONE (1) SQUARE FOOT OF PLANTING AREA.
3. ALL PLANTING AREAS SHALL BE DERIVED BY A DISCOUNTED TO DOMESTIC WATER AND A CITY OF CENTRAL URBAN APPROVED BUDGET.
4. THE PLANTING SYSTEM WILL CONSIST OF LOW VOLUME PLANTING AND WILL PROVIDE 100% COVERAGE TO ALL NEW PLANTING.

TEMPORARY SEEDING
UNTIL PERMANENT PLANTING



LANDSCAPE SITE PLAN



L 1.0

FEBRUARY 24, 2015

JACKSON COUNTY JUSTICE CENTER
CENTRAL POINT, OREGON

Scale: 1" = 16'-0"

Drawn By: ALB

Revised Date:



Ken Cairn
Landscape Architecture

Tel: 541.486.3194
Fax: 541.552.9512
Cell: 541.601.5559

545 A Street
Ashland, OR 97520
ken@kencairlandscape.com

19 February, 2015

City of Central Point
Planning Commission
140 South 3rd Street
Central Point, OR 97502

Re: Jackson County Justice Courts – Central Point

Narrative:

The project is a new one story building for the Jackson County Justice Courts located at 4173 Hamrick Road, south of the intersection of Hamrick Road and East Pine Street. The new building will be the new home of the Jackson County Justice Courts currently located at 505 Oak St. Central Point that the county is leasing.

The proposed site is currently vacant and the former building was demolished in 2012. The entire proposed project site is 1.01 acres with a combined street frontage of 132'-3" and is 336'-0" deep. The new Justice Courts building will be approximately 5203sf including a 1200sf courtroom.

The exterior of the new Jackson County Justice Courts is comprised of light tan brick, ground face glacier cmu, bronze vintage box rib metal panels, bronze vintage corrugated metal panels, bronze vintage flat metal panels, and curtain wall glazing with clear anodized window mullions.

The massing of the building is separated into three distinct areas symbolized through shape, function, and materials. The majority of the main entrance and lobby exterior is composed of curtain wall glazing with a singular light tan brick mass penetrating the southern façade. The brick mass extends into the main lobby area. The courtroom area is indicated by a tall rectangular shape the cuts through the main building and is composed of ground face glacier cmu. The remainder of the structure houses the day to day functions of the justice courts and is clad in varying bronze vintage metal panels.

Careful planning and design has gone into addressing massing volumes, setbacks, materials, and landscaping to enhance the surrounding area and to create a building with a strong and enduring civic presence for the Central Point community.

Context:

The adjacent properties around the proposed site are zoned C-4 (tourist and office) and M-2 (industrial general).

The lots directly to the west and north (lots 2900, 3000, 3100, 3200) are all zoned C-4 and are currently vacant. All three lots had structures on them at one time, but have all been subsequently removed.



The lot to the east and across Hamrick Road (lot 801) is currently occupied by a Hotel 8 that was built in 2005 and is zoned C-4. The building is in good condition and the grounds are well maintained.



The lot directly to the south (lot 3400) is currently a maintenance yard for the Oregon State Highway Department and is zoned M-2. The structures (visible from the street) on this property are in good condition and the grounds are well maintained.



Compatibility: The proposed Justice Courts building is designed as a modern civic building. The building's materials are of a civic nature, a primarily neutral palette of light tan brick, off white cmu, and bronze metal panels.

The site is on the perimeter of the city limits and is away from the downtown area of Central Point, but it is easily accessible from Interstate 5 and Pine Street. The immediate area is sparse in the way of commercial structures with two exceptions; the Hotel 8 across the street and the Umpqua Bank 200' to the northwest located next to the Bear Bridge Plaza. The remainder of structures in the area are either warehouses or maintenance buildings.

Circulation: The main entry of the Justice Courts is strategically placed at the southeast corner of the structure for convenient access from the accessible parking spots, bicycle parking, pedestrian sidewalk, and public parking. The structure is centrally located on the site to allow for the possible future drive up lane and possible future expansion of the structure to the west.

Stormwater: Stormwater will be piped from the roof drains and catch basins to the bio swale located along the southern edge of the property where it will be treated before connecting to the city stormwater system.

Landscape: The proposed landscape plan provides 4 new street trees along Hamrick Road and 27 trees located parking area and structure. Shrubs, perennials, and groundcover surround all sides of the building and are provided within the landscaped areas of the parking lot. The trees located around the parking area will provide shade during the hot summer months and will cut down on heat retained from hardscape surfaces.

Exterior Lighting: The street lights in the parking lot will be "dark sky" approved to protect views of the night sky and include hoods to keep light within the property lines. All lighting will not produce glare on adjacent properties and will maintain light within the property limits.

Signage: Street signage will be a 2'-0" tall 16'-0" wide 1'-0" deep free standing monument sign with a bronze metal panel top and a brick base. The sign will use the same materials used on the exterior of the justice courts structure. 5" stainless steel letters "JACKSON COUNTY JUSTICE COURTS" and 3½" tall stainless steel letters "4173 Hamrick Rd." aligned to the left with "Central Point, Oregon" aligned to the right will be surface mounted to the bronze metal portion of the sign.



The building sign will be very similar to the street sign with the same 5" stainless steel letters "JACKSON COUNTY JUSTICE COURTS".



Fencing: Surrounding the secured parking area that is located on the northwest part of the site will be a 6'-0" tall chain link fence. Vehicles will access the secured parking area through a chain link sliding security gate that separates the public parking from the secured parking. The secured area is to provide a safe and secure area for employees and law enforcement personal to enter the building.

A handwritten signature in dark ink, appearing to read "Jim Roemer", written over a horizontal line.

Jim Roemer, AIA
Ogden Roemer Wilkerson Architecture

**Public Works Department**

Matt Samitore, Director

Staff Report

April 13, 2015

Agenda item

Jackson County Justice Court
Applicant: Jackson County

Traffic

The applicant is proposing a 5,203 SF Government Office Building, ITE Category 730. The type of use generates 6.05 peak hour trips (PHT). A Traffic Impact Analysis (TIA) is only required for applications that will generate more than 25 PHT, thus a TIA is not required for this development.

Issues

1. Infrastructure - Currently all water, sewer and storm drain are available to the site.
2. Sidewalks and landscape row – There are no sidewalks or landscape along the frontage of the property. Applicant is proposing curb side sidewalks which is not the current standard. Public Works will allow this variation as the properties to the west and south of the subject property also have curb side sidewalks.

Existing Infrastructure

Water: There is a 12-inch waterline that exists in Hamrick Road.
Streets: Hamrick Road is a City Collector Street. The right of way in front of the subject property varies from 78 to 82' which is ample for future purposes..
Stormwater: There is a 36-inch storm line in Hamrick Road.

Conditions of Approval

1. Frontage Improvements – Prior to Public Works Final Inspection approval, the applicant will need to upgrade the section of Hamrick Road along the frontage to City Collector Standards with additional pavement, storm drains, sidewalks and landscape row. Applicant's site plan adequately addresses these concerns.
2. PW Standards and Specifications – Applicant shall use the 2014 revised Public Works Standards and Specifications for all new construction drawings.
3. Public Utility Easement – Prior to building permit issuance the applicant shall dedicate a 10' Public Utility Easement (PUE) immediately behind their existing property line along Hamrick Road for purposes of private utilities.



JACKSON COUNTY

Roads

Roads Engineering

Kevin Christiansen
Construction Manager

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
christke@jacksoncounty.org
www.jacksoncounty.org

April 13, 2015

Attention: Stephanie Holtey
City of Central Point Planning
140 south Third Street
Central Point, OR 97502

RE: Justice Court off Hamrick Road – a county-maintained road.
Planning File: 15008; 37-2W-01 Tax Lot 3300.

Dear Stephanie:

Thank you for the opportunity to comment on this Site Plan & Architectural Review application for a new 5,203 square foot Justice Court building on a 1.01 acre parcel in the C-4 (Tourist & Office Professional) zoning district. The property is located at 4173 Hamrick Road, Central Point. Jackson County Roads has the following comments:

1. The applicant shall submit construction drawings to Jackson County Roads and obtain county permits if required.
2. The applicant shall obtain a road approach permit from Roads for any new or improved road approach to Hamrick Road.
3. If frontage improvements are required, the applicant shall obtain a minor road improvement permit from Roads.
4. Please note that Hamrick Road is a Local Road and has a variable right-of-way with an Average Daily Traffic count of 799 as of August 2014, one-hundred-fifty feet west of Table Rock Road.
5. Jackson County's General Administration Policy #1-45 sets forth the County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB). The County has no current plans for improvements to Hamrick Road. Jackson County Roads recommends that the city of Central Point request to take over the road jurisdiction.

Sincerely, 

Kevin Christiansen
Construction Manager



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

April 17, 2015

Stephanie Holtey
City of Central Point Planning Department
155 South Second Street
Central Point, Oregon 97502

Re: File 15008-Justice Court, 372W01C-TL 3300

Adequate system capacity exists for the proposed development from the existing 8 inch mainline located along a 15' wide easement north and west of the subject property. Sewer service for the building can come from the existing 4 inch service lateral located to the west of the proposed development.

Rogue Valley Sewer Services requests that approval of this development be subject to the following condition

1. Proposed development must comply with the Oregon State Plumbing Specialty Code.
2. Applicant must pay all related System Development Charges and permit fees due to Rogue Valley Sewer Services prior to connecting the new building.
3. Applicant must submit a stormwater management plan for the entire tax lot demonstrating compliance with the MS4 Phase II stormwater quality standards to Rogue Valley Sewer Services for review and approval prior to the start of construction.
4. Applicant must obtain a MS4 Phase II 1200CN permit for soil disturbances between 1 and 5 acres. Contact RVSS for issuance of the 1200CN permit.
5. The City verifies with RVSS that all of the above conditions have been met prior to the issuance of building occupancy.

Feel free to call me if you have any questions.

Wade Denny, PE

Wade Denny, P.E.
District Engineer

Digitally signed by Wade Denny, PE
DN: cn=Wade Denny, PE, o=Rogue Valley Sewer Services, ou=District
Engineer, email=wdenny@rvss.us, c=US
Date: 2015.04.17 08:22:19 -0700

K:\DATA\AGENCIES\CENTPT\PLANNG\SITEPLANREVIEW\2015\15008 JACKCO
COURT.DOC

Jackson County Fire District 3

8383 Agate Road
White City, OR 97503-1075
(541) 826-7100 (Office)
(541) 826-4566 (Fax)
www.jcfd3.com



April 30th, 2015

Stephanie Holtey, CFM
Community Planner II
City of Central Point
140 South 3rd Street
Central Point, OR 97502

Re: Jackson County Justice Court (File No. 15008) Revision

Stephanie:

This shall be my revised comments for access.

Access requires a turnaround for dead ends longer than 150 feet.

OFC 503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an *approved* area for turning around fire apparatus.

The site plan provided does not show a turnaround. Our Fire apparatus are 10 feet wide and 32 feet long. I do not believe that in the current configuration an appropriate sized turnaround can be made. I do believe however we can make some adjustments. If we were granted access to the gate either by code or the addition of a "Supra" lock/key we would then have access into the secured area where more space is provided for turning around. The two Southwest spaces could be dedicated as a turnaround. This space still does not meet the required size but would work. I would also be interested in creating a connection to adjoining parking and driving surfaces when those lots are developed so there would be no need for a turn around and the dedicated spaces could be returned.

Mark Northrop
DFM
JCFD3
541-831-2776

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: 15008**

**Consideration of a Site Plan & Architectural Review
to construct the Jackson County Justice Courts**

Applicant:)	Findings of Fact
Jackson County)	and
10 South Oakdale, Room 206)	Conclusion of Law
Medford, OR 97501)	

**PART 1
INTRODUCTION**

The applicant proposes to construct a 5,203 square foot Jackson County Justice Courts building including a 1,200 square foot courtroom. Other improvements associated with the proposed expansion include:

- Secured employee parking lot with 11 spaces;
- Public parking lot with 21 spaces; and,
- Parking lot and building frontage landscaping.

The site plan and architectural review request is a Major Project, which is processed using Type II application procedures. Type II procedures set forth in Section 17.05.300 provide the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

The project site is located in the C-4, Tourist and Office Professional District and is subject to the standards and criteria set forth in CPMC 17.72, Site Plan and Architectural Review and CPMC 17.75, Design and Development Standards.

The following findings address each of the standards and criteria as applies to the proposed application for the Jackson County Justice Courts.

**PART 2
ZONING ORDINANCE**

17.72.020 Applicability

No permit required under Title 15, Buildings and Construction, shall be issued for a major or minor project, as defined in this section, unless an application for site plan and architectural review is submitted and approved, or approved with conditions, as set forth in this chapter.

A. Exempt Projects. Except as provided in subsection (B)(3) of this section the following projects do not require site plan and architectural review:

1. Single-family detached residential structures;
2. Any multiple-family residential project containing three or less units;
3. Landscape plans, fences, when not part of a major project;

4. Storage sheds, patio covers, garages and carports, decks, gazebos, and similar non-occupied structures used in conjunction with residential uses; and
5. Signs that conform to a previously approved master sign program for the project site.

Exempt projects are required to comply with all applicable development standards of this chapter.

B. Major Projects. The following are “major projects” for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:

1. New construction, including private and public projects, that:
 - a. Includes a new building or building addition of five thousand square feet or more;
 - b. Includes the construction of a parking lot of ten or more parking spaces; or
 - c. Requires one or more variances or conditional use permits and, in the judgment of the director, will have a significant effect upon the aesthetic character of the city or the surrounding area;
2. Any attached residential project that contains four or more units;
3. Any minor project, as defined in subsection C of this section, that the director determines will significantly alter the character, appearance, or use of a building or site.

C. Minor Projects. Except when determined to be an exempt project or a major project pursuant to subsections A and B of this section respectively, the following are defined as “minor projects” for the purposes of site plan and architectural review, and are subject to the Type I procedural requirements of Chapter 17.05, Applications and Types of Review Procedures:

1. New construction, including private and public projects, that involves a new building or building addition of less than five thousand square feet;
2. Signs that meet all applicable standards as set forth in Section 17.75.050, Signage standards;
3. Exterior remodeling within the commercial or industrial zoning districts when not part of a major project;
4. Parking lots less than ten parking spaces;
5. Any project relating to the installation of cabinets containing communications service equipment or facilities owned and operated by a public utility and not subject to Section 17.60.040, Antenna standards;
6. Minor changes to the following:
 - a. Plans that have previously received site plan and architectural review approval;
 - b. Previously approved planned unit developments;
7. At the discretion of the director any changes to previously approved plans requiring site plan and architectural review.

As used in this subsection, the term “minor” means a change that is of little visual significance, does not materially alter the appearance of previously approved improvements, is not proposed for the use of the land in question, and does not alter the character of the structure involved. At the discretion of the director if it is

determined that the cumulative effect of multiple minor changes would result in a major change, a new application for site plan and architectural review is required. All minor changes must comply with the development standards of this chapter.

Finding 17.72.020: *The proposed Jackson County Justice Courts project includes new construction of a 5,203 square foot building and includes 32 parking spaces and qualifying as a Major Project, and is being processed using Type II administrative procedures.*

Conclusion 17.72.020: *Consistent.*

17.72.030 Information Required

Application for site plan and architectural review shall be made to the community development department and shall be accompanied by the application fee prescribed in the city of Central Point planning department fee schedule. The application shall be completed, including all information and submittals listed on the official site plan and architectural review application form.

Finding 17.72.030: *The Jackson County Justice Courts application was reviewed for completeness and accepted as complete per the notice of completion dated April 1, 2015.*

Conclusion 17.72.030: *Consistent.*

17.72.040 Site Plan and Architectural Standards

In approving, conditionally approving or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

- A. Applicable site plan, landscaping and architectural design standards as set forth in Chapter 17.75, Design and Development Standards.

Finding 17.72.040(A): *The project proposal has been reviewed against all applicable criteria in Chapter 17.75, as demonstrated in the subsequent findings and conclusions, and found to comply as conditioned.*

Conclusion 17.72.040(A): *The proposal complies as conditioned.*

- B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction.

Finding 17.72.040(B): *The Parks & Public Works Department reviewed the application for compliance with the Standard Specifications and Uniform Standards Details for Public Works Construction and provided conditions of approval to ensure consistency with the same per the Public Works Staff Report dated April 13, 2015.*

Conclusion 17.72.040(B): *The proposal complies as conditioned.*

- C. Accessibility and sufficiency of firefighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.

Finding 17.72.040(B): *Fire District #3 evaluated the proposal and determined that adequate water supply is provided by existing hydrants on Hamrick Road; however, the proposed access drive does not provide adequate fire turnaround per Oregon Fire Code (OFC) 503.2.5. The applicant submitted a revised site plan on April 30, 2015 addressing the Fire District's requirement to provide adequate turnaround, which will be reviewed by FD#3 upon building permit application submittal.*

Conclusion 17.72.040(B): *Complies as conditioned.*

17.75.031 General Connectivity, Circulation and Access Standards

The purpose of this section is to assure that the connectivity and transportation policies of the city's Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city's small town environment it is the city's goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.

- A. Streets and Utilities. The public street and utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction shall apply to all development within the city.

Finding 17.75.031(A): *The proposed site development fronts Hamrick Road, a Collector street. Frontage improvements proposed include curbside sidewalks and landscape rows. The Public Works Department is allowing curbside sidewalk due to existing conditions on surrounding properties per the Staff Report dated April 13, 2015.*

Conclusion 17.75.031(A): *Consistent.*

- B. Block Standards. The following block standards apply to all development:

1. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way, or outside edges of accessways, or other acknowledged block boundary as described in subsection (B)(4) of this section.
2. Block lengths shall not exceed six hundred feet between through streets or pedestrian accessways, measured along street right-of-way, or the pedestrian accessway. Block dimensions are measured from right-of-way to right-of-way along street frontages. A block's perimeter is the sum of all sides.
3. Accessways or private/retail streets may be used to meet the block length or perimeter standards of this section, provided they are designed in accordance with this section and are open to the public at all times.
4. The standards for block perimeters and lengths may be modified to the minimum extent necessary based on written findings that compliance with the standards are not reasonably practicable or appropriate due to:
 - a. Topographic constraints;
 - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - c. Major public facilities abutting the property such as railroads and freeways;
 - d. Traffic safety concerns;
 - e. Functional and operational needs to create large commercial building(s); or
 - f. Protection of significant natural resources.

Finding 17.75.031(B): *The proposed site development fronts Hamrick Road and does not create new blocks. The existing street network was established in accordance with block standards in effect at that time.*

Conclusion 17.75.031(B): *Not applicable.*

- C. Driveway and Property Access Standards. Vehicular access to properties shall be located and constructed in accordance with the standards set forth in the City of Central Point Department of Public

Finding 17.75.031(C): *The project has direct access from Hamrick Road. The proposed driveway provides a 24-foot lane to accommodate two-way traffic with the nearest adjacent driveway approach being 140-feet to the proposed access. The proposed access has been evaluated by the Public works Department and determined to comply with the applicable location and dimensional standards for driveways and property access per the Staff Report dated April 13, 2015.*

Conclusion 17.75.031(C): *Consistent.*

D. Pedestrian Circulation. Attractive access routes for pedestrian travel shall be provided through the public sidewalk system, and where necessary supplemented through the use of pedestrian accessways as required to accomplish the following:

1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances;
2. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;
3. Integrating signage and lighting system which offers interest and safety for pedestrians;
4. Connecting parking areas and destinations with retail streets or pedestrian accessways identified through use of distinctive paving materials, pavement striping, grade separation, or landscaping.

Finding 17.75.031(D): *Proposed pedestrian circulation for the Justic Courts includes connects the public sidewalks system, as well as automobile and bicycle parking areas, to the two primary façade building entrances along the South and West Elevations. Landscaping and distinctive paving materials are utilized to denote building entrances and bicycle parking areas.*

Conclusion 17.75.031(D): *Consistent.*

E. Accessways, Pedestrian. Pedestrian accessways may be used to meet the block requirements of subsection B of this section. When used pedestrian accessways shall be developed as illustrated in Figure 17.75.01. All landscaped areas next to pedestrian accessways shall be maintained, or plant materials chosen, to maintain a clear sight zone between three and eight feet from the ground level.

Finding 17.75.031: *The project proposal does not involve the creation of pedestrian accessways as defined in this Chapter.*

Conclusion 17.75.031: *Not applicable.*

17.75.039 Off-street Parking Design and Development Standards

All off-street vehicular parking spaces shall be improved to the following standards:

- A. Connectivity. Parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent site unless as a result of any of the following such connections are not possible:
 1. Topographic constraints
 2. Existing development patterns on abutting property which preclude a logical connection;
 3. Traffic safety concerns; or

4. Protection of significant natural resources.

Finding 17.75.039(A): *The project has direct access from Hamrick Road along the south property boundary and includes a secured employee parking lot in the northwest corner of the site . Existing site development to the south consists of a State Highway Department maintenance yard, a secured industrial use. The parcels to the north of the project site are vacant commercially zoned properties. Given the secured nature of the existing use to the south and the secured parking area along the northwest property boundaries, vehicular and pedestrian connectivity with adjoining properties is not appropriate for the proposed use and associated site development. Sufficient pedestrian circulation is provided along the street frontage and within the site.*

Conclusion 17.75.039(A): *Consistent.*

- B. Parking Stall Minimum Dimensions. Standard parking spaces shall conform to the following standards and the dimensions in Figure 17.75.03 and Table 17.75.02.

Finding 17.75.039(B): *The project has been evaluated against the minimum parking stall dimensions and found to comply.*

Conclusion 17.75.039(B): *Consistent.*

- C. Access. There shall be adequate provision for ingress and egress to all parking spaces.

Finding 17.75.039(C): *The proposed parking has been evaluated for adequate access and has been found to comply.*

Conclusion 17.75.039(C): *Consistent.*

- D. Driveways. Driveway width shall be measured at the driveway's narrowest point, including the curb cut. The design and construction of driveways shall be as set forth in the Standard Specifications and Public Works Department Standards and Specifications.

Finding 17.75.039(D): *The project site is served by one two-way driveway that has been evaluated by the Public Works Department and found to comply with the applicable standards set forth in the Public Works Department Standards and Specifications.*

Conclusion 17.75.039(D): *Consistent.*

- E. Improvement of Parking Spaces.

1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.
2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.

3. Parking spaces for uses other than one- and two-family dwellings shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary.
4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to reflect the light away from adjacent streets or properties.
5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.
6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.
7. Parking, loading, or vehicle maneuvering areas shall not be located within the front yard area or side yard area of a corner lot abutting a street in any residential (R) district, nor within any portion of a street setback area that is required to be landscaped in any commercial (C) or industrial (M) district.

Finding 17.75.039(E): *The proposal has been evaluated against the parking space improvement standards set forth in this section and found to comply.*

Conclusion 17.75.039(E): *Consistent.*

- F. Limitation on Use of Parking Areas. Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use and shall not be reduced or encroached upon in any manner. The parking facilities shall be so designed and maintained as not to constitute a nuisance at any time, and shall be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result.

Finding 17.75.039(F): *The proposed parking areas are for the exclusive use of Jackson County Justice Court employees and members of the public doing business at the Justice Court.*

Conclusion 17.75.039(F): *Consistent.*

- G. Parking/Loading Facility Landscaping and Screening. Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, including parking lot entries, pedestrian accessways, and parking aisles. To achieve this objective the following minimum standards shall apply; however, additional landscaping may be recommended during the site plan and architectural review process (Chapter 17.72). All parking lots shall be landscaped in accordance with the following standards:

1. Perimeter and Street Frontage Landscaping Requirements. The perimeter and street frontage for all parking facilities shall be landscaped according to the standards set forth in Table 17.75.03.

Finding 17.75.039(G)(1): *The proposed landscaping plan provides street frontage and perimeter landscape improvements as shown in Table 1. The landscaping meets the minimum tree planting requirements and exceeds requirements for shrubs along parking the parking lot perimeter and street frontage.*

Table 1. Street Frontage & Perimeter Landscaping Overview							
Elevation	Frontage/ Perimeter	Required No. Trees	Proposed No. Trees	Difference	Required No.	Proposed No.	Difference

	Length				Shrubs	Shrubs	
East (Hamrick Rd)	108' 6"	4	6	+2	22	25	+3
South (Industrial)	315' 0"	6	6	0	34	35	+1
West (Commercial)	131' 0"	4	4	0	20	34	+14
North (Commercial)	77' 0"	2	3	+1	12	32	+20

Conclusion 17.75.039(G)(1): *Consistent.*

2. Terminal and Interior Islands. For parking lots in excess of ten spaces all rows of parking spaces must provide terminal a minimum of six feet in width to protect parked vehicles, provide visibility, confine traffic to aisles and driveways, and provide a minimum of five feet of space for landscaping. In addition, when ten or more vehicles would be parked side-by-side in an abutting configuration, interior landscaped islands a minimum of eight feet wide must be located within the parking row. For parking lots greater than fifty parking spaces, the location of interior landscape island shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.

The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:

- a. Where the parking lot is located between the building and the public right-of-way, one tree for every four spaces;
- b. Where the parking lot is located to the side of the building and partially abuts the public right-of-way, one tree for every six spaces;
- c. Where the parking lot is located behind the building and is not visible from the public right-of-way, one tree for every eight spaces.

Finding 17.75.039(G)(2): *The proposal provides sufficient landscaped terminals and interior islands consistent with the code requirements.*

Conclusion 17.75.039(G)(2): *Consistent.*

3. Bioswales. The use of bioswales within parking lots is encouraged and may be located within landscape areas subject to site plan and architectural review. The tree planting standards may be reduced in areas dedicated to bioswales subject to site plan and architectural review.

Finding 17.75.039(G)(3): *A bioswale is utilized along the south perimeter of the off-street parking area to provide both stormwater management and landscape screening. Six trees are included in the bioswale. No reduction to the tree planting requirement is necessary as the proposal complies with the tree planting requirements in Table 17.75.03.*

Conclusion 17.75.039(G)(3): *Consistent.*

- H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.040 and constructed in accordance with the following standards:

1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on-site in well lighted, secure locations within fifty feet of well-used entrances and not farther from the entrance than the closest automobile parking space. Bicycle parking shall have direct access to both the

public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

2. **Bicycle Parking Design Standards.** All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:
 - a. **Surfacing.** Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.
 - b. **Parking Space Dimension Standard.** Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.
 - c. **Lighting.** Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.
 - d. **Aisles.** A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.
 - e. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.
3. **Exceptions to Bicycle Parking.** The community development director may allow exceptions to the bicycle parking standards in connection with temporary uses or uses that do not generate the need for bicyclists parking such as Christmas tree sales and mini-storage units. (Ord. 1946 (part), 2011).

Finding 17.75.039(H): *Bicycle parking is provided within 43-feet of the primary entrance of the facility. The 16' x 12' concrete bicycle parking pad accommodates 8 spaces consistent with the dimensional standards of this code section. The proposal does not address lighting in the bicycle parking area specifically; however, dark sky lighting will be provided to illuminate the adjacent parking area. Prior to building permit issuance, the applicant will be required to demonstrate that the proposed lighting will provide sufficient illumination of the bicycle parking area as required by this section of the code.*

Conclusion 17.75.039(H): *Complies as conditioned.*

17.75.042 Commercial Building Design

The following design standards are applicable to development in all commercial zoning districts, and are intended to assure pedestrian scale commercial development that supports and enhances the small town character of the community. All publicly visible buildings shall comply with the standards set forth in this section.

A. Massing, Articulation Transparency, and Entrances.

1. **Building Massing.** The top of the building shall emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback, or pitched roofline.

Finding 17.75.042(A)(1): *The proposed building massing is separated into three distinct areas through shape, function and materials, including upper level setbacks and varying roof heights through the use of projecting parapets.*

Conclusion 17.75.042(A)(1): *Consistent.*

2. Façade Articulation. Facades longer than forty feet and fronts on a street, sidewalk, accessway or residential area shall be divided into small units through the use of articulation, which may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs, or other elements of the building's mass.

For purposes of complying with the requirements in this subsection "façade articulation" shall consist of a combination of two of the following design features:

- a. Changes in plane with a depth of at least twenty-four inches, either horizontally or vertically, at intervals of not less than twenty feet and not more than forty feet; or,
- b. Changes of color, texture or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet; or,
- c. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches.

Finding 17.75.042(A)(2): Façade articulation is utilized resulting in façade lengths ranging between 8-½ feet to 33-feet. Articulation is achieved through the use of offsets, recesses and overhangs, as well as varied building materials in both color and texture (e.g. light tan brick, ground face glacier cmu, bronze vintage box rib metal panels, bronze vintage flat metal panels).

Conclusion 17.75.042(A)(2): Consistent.

3. Pedestrian Entrances. For buildings facing a street, a primary pedestrian entrance shall be provided that is easily visible, or easily accessible, from the street right-of-way, or a pedestrian accessway. To ensure that building entrances are clearly visible and identifiable to pedestrians the principal entry to the building shall be made prominent with canopies or overhangs.

To achieve the objectives of this subsection, the design of a primary entrance should incorporate at least three of the following design criteria:

- a. For building facades over two hundred feet in length facing a street or accessway provide two or more public building entrances off the street;
- b. Architectural details such as arches, friezes, tile work, murals, or moldings;
- c. Integral planters or wing walls that incorporate landscape or seating;
- d. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights;
- e. Prominent three dimensional features, such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets; and,
- f. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.

Finding 17.75.042(A)(3): The proposed Justice Courts building provides the primary pedestrian entrance along the South Elevation facing the off-street parking area. The building entrance provides two doors on opposing sides of a light tan brick mass that is surrounded by curtain wall glazing and roof overhangs. Internal pedestrian circulation provides access from the Hamrick Road right-of-way.

Conclusion 17.75.042(A)(3): *Consistent.*

4. Transparency. Transparency (glazing) provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street/parking, promotes reusability and provides a human-scale element on building facades. The transparency standard applies to a building's principal façade. Projects subject to this section shall meet the following glazing requirements:
 - a. A minimum of forty percent of a façade wall area, the area from finished ground floor elevation to twelve feet above finished floor elevation, shall be comprised of transparent glazing from windows or doors. Reflective or tinted glass or film is not permitted on ground floor facade windows. The forty percent minimum transparency requirement may be reduced through the site plan and architectural review process upon demonstration that a proposed alternative design achieves the transparency objectives. See subsection (A)(4)(e) of this section for alternative design solutions.

Finding 17.75.042(A)(4)(a): *The proposed Justice Court building principal façade (South Elevation) provides high performance glazing that comprises 52% of the façade area exceeding the minimum glazing standard in this section. The street frontage façade (East Elevation) provides 60% high performance glazing.*

Conclusion 17.75.042(A)(4)(a): *Consistent.*

- b. The second floor must provide a minimum of twenty-five percent glazing between three and eight feet, as measured from that story's finished floor level. The twenty-five percent minimum transparency requirement may be reduced through the site plan and architectural review process upon demonstration that the proposed alternative design achieves the transparency objectives. See subsection (A)(4)(e) of this section for alternative design solutions.

Finding 17.75.042(A)(4)(b): *The proposed Justice Court building is a single-story building with varying roof and parapet heights, with a maximum façade height of 23' 2". In lieu of second story glazing, the building design incorporates the use of several architectural features in accordance with Section 17.75.042(A)(4)(E). These include the use of parapet walls in varying heights to provide vertical articulation, as well as recesses and bays to create variable façade widths, and projecting canopies around the pedestrian entrance and lobby area windows.*

Conclusion 17.75.042(A)(4)(b): *Consistent.*

- c. If a single-story building has a façade taller than twenty feet, the façade area above fifteen feet is subject to the same window requirement as the second floor requirement is subsection (A)(4)(b) of this section.

Finding 17.75.042(A)(4)(c): *See Finding 17.75.042(A)(4)(b).*

Conclusion 17.75.042(A)(4)(c): *Consistent.*

- d. Any building wall façade that is built up to an interior mid-block property line is not required to have glazing on that façade if no prohibitions and no contractual or legal impediments exist that would prevent a building being constructed on the adjacent property up to the wall of the façade.

Finding 17.75.042(A)(4)(d): *The proposed structure is not built up to an interior mid-block property line.*

Conclusion 17.75.042(A)(4)(d): *Not applicable.*

- e. Where transparent windows are not provided on at least forty percent of a building wall façade (or portions thereof) to meet the intent of this section, at least three of the following elements shall be incorporated:
- i. Masonry (but not flat concrete block);
 - ii. Concrete or masonry plinth at wall base;
 - iii. Belt courses of a different texture and color;
 - iv. Projecting cornice;
 - v. Projecting awning/canopy (minimum four-foot overhang);
 - vi. Decorative tile work;
 - vii. Trellis containing planting;
 - viii. Artwork of a scale clearly visible from the associated right-of-way;
 - ix. Vertical articulation;
 - x. Lighting fixtures;
 - xi. Recesses or bays;
 - xii. Use of other architectural elements not listed that is demonstrated to meet the intent of this section.

Finding 17.75.042(A)(4)(e): *The proposed building wall facades on the South and East Elevations incorporate over forty percent transparent window area in addition to several of the architectural features listed in this section.*

Conclusion 17.75.042(A)(4)(e): *Not applicable.*

5. Wall Faces. As used in this section there are three types of wall faces. To ensure that buildings do not display unembellished walls visible from a public street or residential area the following standards are imposed:
- a. Façade Wall Face. Façade wall faces greater than forty feet in length shall be divided into small units through the use of articulation, which may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs, or other elements of the building's mass.
- For purposes of c complying with the requirements in this subsection façade wall faces shall consist of a combination of two of the following design features:
- i. Changes in the plan with a depth of at least 24-inches, either horizontally or vertically, at intervals of not less than twenty feet and not more than forty feet; or,
 - ii. Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet; or,
 - iii. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches at intervals of not less than twenty feet and not more than forty feet.

Finding 17.75.042(A)(5)(a): *The proposed building design includes two façade wall faces (South and East Elevations) that are no greater than 33-feet in length as a result of recesses and staggered walls. The use of varied building materials in color and texture, as well as the use of canopy overhangs are consistent with the requirements for Wall Facades.*

Conclusion 17.75.042(A)(5)(a): *Consistent.*

b. Building Wall Face. As applicable each building wall face shall be given architectural treatment to meet the intent of this section by using three or more of the following:

- i. Varying rooflines with one foot or greater changes of height at least every forty feet;
- ii. Transparent windows that comprise at least forty percent of the visible façade;
- iii. Secondary entrances that include glazing and landscape treatment;
- iv. Balconies;
- v. Awnings/canopies;
- vi. Planted trellises;
- vii. Projecting cornices at least twelve inches in height;
- viii. Variation in building form and materials demonstrated to meet the intent of this section.

Finding 17.75.042(A)(5)(b): *The Justice Court North and West Elevations face onto a vacant commercially zoned parcels and are not visible from the public right-of-way.*

Conclusion 17.75.042(A)(5)(b): *Not applicable.*

c. Other Wall Faces. Other wall faces abutting residential areas shall comply with the requirements for building wall faces. Other wall faces not abutting residential areas are exempt from this section.

Finding 17.75.042(A)(5)(c): *The proposed Jackson County Justice Court building abuts C-4, Tourist and Office Commercial lands to the north, east, and west and M-2-Industrial land to the south.*

Conclusion 17.75.042(A)(5)(c): *Not applicable.*

6. Screening of Service Areas and Rooftop Equipment. Publicly visible service areas, loading zones, waste disposal, storage areas, and rooftop equipment (mechanical and communications) shall be fully screened from the ground level of nearby streets and residential areas within two hundred feet; the following standards shall apply:

a. Service Areas.

- i. A six-foot masonry enclosure, decorative metal fence enclosure, a wood enclosure or other approved materials complementary to adjacent buildings; or,
- ii. A six-foot solid hedge or other plant material screening as approved.

Finding 17.75.042(A)(6)(a): *The proposed service area is a trash enclosure located between the proposed structure and Hamrick Road. The enclosure is screened by masonry walls in conformance with the standards of this section. Per the applicant, the trash service area is designed for pedestrian operation.*

Conclusion 17.75.042(A)(6)(a): Consistent.

b. Rooftop Equipment.

- i. Mechanical equipment shall be screened by extending parapet walls or other roof forms that are integrated with the architecture of the building. Painting of rooftop equipment or erecting fences are not acceptable methods of screening.
- ii. Rooftop-mounted voice/data transmission equipment shall be integrated with the design of the roof, rather than being simply attached to the roof-deck.

Finding 17.75.042(A)(6)(b): Mechanical equipment is screened by parapet walls in conformance with the standards of this section.

Conclusion 17.75.042(A)(6)(b): Consistent.

**PART 3
SUMMARY CONCLUSION**

As evidenced in findings and conclusions, the proposed Jackson County Justice Courts site plan and architectural plan is consistent with applicable standards and criteria in the Central Point Municipal Code as conditioned.